

Maryland Bicycle and Pedestrian Advisory Committee
August Retreat Meeting Minutes
Thursday, August 14, 2008
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland

Members Present

Vincent J. Browne, Jr.
Dick Cushwa
Janet Harrison
Greg Hinchliffe
Michael Mason
Kevin Racine
Carl Rebele
Marci Ross
Patrick Sheehan
Jim Swift
James G. Titus
Ann Walsh
Cari Watrous
Neal Welch
John Z. Wetmore
Michael Jackson (staff)

Members Absent

Bill Burd
Eric Schmitt
Beverley Swaim-Staley

MBPAC Chair Jim Swift began the meeting at 9:05 AM

1. Approval of June Meeting Minutes

Cari Watrous moved and Carl Rebele seconded her motion to approve the June meeting minutes. The minutes were unanimously approved.

2. Lloyd Clarke Update

Dick Cushwa reported that the driver found responsible in crash that killed Lloyd Clarke in Nevada was sentenced to 64 hours of community service and 4 hours of driving school.

3. Subcommittee Reports (Year in Review)

A. *Legislative and Government Affairs* – Subcommittee Chair Patrick Sheehan provided a summary of issues over the past months. He noted that the Maryland General Assembly had passed legislation requiring MDOT to establish a Quiet Car Task Force. The purpose of the task force is to review the impact of noiseless motor vehicles on roadway users

including persons with visual disabilities and to report any recommendations to the General Assembly by December 31, 2008.

The Maryland Transit Administration is working on providing same day paratransit service to its customers. The Washington Metropolitan Area Transit Authority is reviewing its paratransit performance measures. WMATA is also working on ensuring that its advertising messages aimed at rail passengers are comprehensible to passengers with disabilities. Patrick noted that the State Highway Administration has installed approximately 175 accessible pedestrian signals at signalized intersections. This exceeds the SHA 12 month objective of installing 155 accessible pedestrian signals.

Greg Hinchliffe noted that a bill had been proposed to increase penalties for drivers who cause the deaths of others and this bill was supported by motorcycle advocates. Michael Jackson later distributed a fact sheet on a new penalty law, Transportation Article §27-114, effective July 1, 2008. It provides that any road user who contributes to a crash which results in death or serious bodily injury is guilty of a misdemeanor and can be subject to fines not to exceed \$1,000 or license suspension up to 6 months.

John Wetmore recalled that Maryland Transportation Authority Chairperson John Porcari had pledged to provide bicycle access on the redesigned Governor Harry Nice Memorial Bridge over the Potomac River. John said Chairman Porcari's pledge is now possible thanks to the passing of legislation this year allowing the MdTA Chair the authority to permit bicycle or pedestrian access on toll facilities on a case-by-case basis.

B. *Education and Awareness* – E&A Subcommittee Chair Vincent Browne recounted actions undertaken by his subcommittee over the past 12 months. The subcommittee, formerly known as Safety and Education, had its name changed last year because the members wanted to serve more as conduit of information between MBPAC and the outside world. Vince recounted E&A's efforts to familiarize themselves with outside programs through meetings with Dorcas Adkins, Education Coordinator with the Washington Area Bicyclist Association (WABA), Joe Pelaia, and Maryland Safe Routes to Schools Coordinator and with Dorothy Hersey, former MDOT website liaison.

Jim Swift had sought WABA's assistance in providing bicycle safety education training to would-be instructors in Saint Mary's County but was informed by Ms. Adkins that Saint Mary's County was outside their travel range. As WABA has received funding from the Maryland Highway Safety Office to conduct bicycle safety training Michael suggested that Jim Swift look into getting grant funding to conduct this training in Saint Mary's County. Dick noted that the recent rise in gasoline prices had prompted an increase in bicycling among unskilled and unsafe riders. Carl recommended that this problem could be addressed through the distribution of MDOT's Safe Bicycling in Maryland guidebooks. Carl makes these guidebooks available throughout Garrett County with the help of Wal-Mart, State and local police and McDonald's Restaurants. Jim Titus recommended looking at greater police enforcement of traffic laws as a response to unsafe bicycling.

C. *Tourism and Product Development* – T&PD Subcommittee Chair Marci Ross submitted a written report on the Office of Tourism and Product Development activities which included bike map distribution at all 13 Maryland Welcome Centers and in response to phone inquiries, working with media on stories featuring biking and walking along the Great Allegheny Passage, biking in Southern Maryland and along the Cross Island Trail on Kent Island. Additional activities include tasks designed to produce the Southern Maryland segment of the Family Friendly Trails publication series and providing input on the development of MDOT’s Strategic Trails Plan.

Carl passed out copies of the Maryland Byways guidebooks, published by the Maryland Office of Tourism Development. Michael suggested that the guidebooks might be more helpful for bicyclists by showing selected trail alignments in vicinity maps, providing a generic symbol for shared use paths in the map key and listing some bicycling resources in a separate section in the rear of the book. Marci later said she would bring forward these suggestions for consideration.

Neal discussed MDOT’s Missing Links program and noted there was a push to seek changes in the Transportation Enhancement Program’s procedures that would benefit smaller communities who do not have the resources to qualify for funding under current policies.

D. *Commuting and Transportation* – C&T Subcommittee Chair Jeff Springer reported that his subcommittee began work on producing a Maryland version of the Washington Metropolitan Council of Government’s booklet titled, “Biking to Work in the Washington Area: A Guide for Employers (and Employees) by gaining permission to reproduce portions of it. Efforts to encourage production of a Harford County bicycle map have stalled due to possible liability concerns from county officials. No new bike lanes were reported installed over the previous 12 months. However Jeff noted Harford County’s observance of bike safety month last May. Greg noted progress in identifying an East Coast Greenway alignment in Harford and Baltimore counties and the establishment of mass transport of bicycles across the US 40 Bridge over the Susquehanna River by Billers’ Bikes of Havre de Grace.

Vince suggested that the Commuting and Transportation Subcommittee take on more pedestrian issues because he felt these issues promised more successful outcomes. Jeff replied that new subcommittee member Kevin Racine is very familiar with pedestrian issues and has a vast array of transit knowledge and the subcommittee looks forward to Kevin’s input. Kevin discussed the need for bus stops along Delaware Area Regional Transit (DART) route 65 along MD 279 between Elkton, Maryland and the Delaware state line near Newark. Michael stated he had been involved in this matter and would provide a status update to Kevin and Jeff.

4. Intersection Design and Bike Safety

Jim Swift discussed a recent death and a serious injury of bicyclists struck by motor vehicles and the possible causation factor of intersection design. These crashes occurred

at the intersections of MD Routes 2/4 and Plum Point Road in Calvert County and US 301 and MD 234 in Charles County. In both locations left turns are made by accessing a left turn on-ramp that causes left turning traffic to enter high speed roadways by merging into their left lanes. This design may have played a role in the bicycle/motor vehicle crashes that occurred in these locations. Michael also discussed the impact of “J-turns” on pedestrian and bicycle safety and access along US 301 on the Eastern Shore.

The Committee asked the Commuting and Transportation Subcommittee to draft a letter for Jim Swift’s signature asking SHA to address concerns that these designs make non-motorized access more difficult.

5. Lessons from Scandinavia

Michael gave a power point presentation on bikeway designs and products from the Danish traffic consulting firm of Technical Traffic Solutions A/S and bicycle facilities from his recent trip to Denmark and Sweden.

6. 2008-09 Work Plan Development

The Members assembled into their four subcommittee groupings to develop their 2008-09 work plans. The subcommittee chairs agreed to provide drafts by mid-September to Michael.

7. Adjournment

Jim Swift adjourned the Retreat at 3:05 PM